LADY FRANKLIN.

BY BLIZABBTH H. WHITTIBB.

- Fold thy hands, thy work is over! Cool thy watching eyes with tears, Let thy poor heart, overwearied, Rest alike from hopes and fears.
- Hopes that saw with sleepless vision, One and picture fiding slow; Fears that followed, vague and nameless, Lifting back the vails of snow.
- or thy brave one, for thy lost one, Truest heart of woman, weep! Owning still thy love that granted Unto thy beloved sleep. Not for him that hour of terror, When the long loe-battle o'er— In the sucless day his comrades, Deathward trod the Polar shore.
- Spared the cruel cold and famine, Spared the fainting heart's despair— What but that could mercy grant him What but that has been thy prayer?
- Dear to thee that last memorial, From the cairn beside the sea; Evermore the mouth of roses, Shall be sacred time to thee.
- and it is the mournful yew-tree O'er his slumbers may not wave; Sad it is the English dalay May not blossom on his grave.
- But his tomb shall storm and winter Shape and fashion year by year— Pile his mighty mausoleum Block by block and tier on tter.
- Guardian of its gleaming portal Shail hits stainless honor be, While thy love, a sweet immortal, Hovers o'er the winter sea!

Life upon the Railroad.

There is an old saying that the friend ship of a dog is better than his ill-will, and for many years in my capacity as a Railroad Conductor I have found the above to be true to a letter-but mind, I am not saying that I have no enemies. I, undoubtedly, have a few, and I don't think there is a man that lives, but has more or less. A little kindness now and then, to the many needy ones, a conductor will find almost every trip over his road, will not be lost, and he will, in many cases, find from his "bread cast upon the waters," a return four-fold. Yet he must use a great deal of judgment in bestowing his charity upon even those he thinks entirely worthy of such bestowal. I will, in connection, relate a little incident by which a little kindness saved my life, and the lives of all the passengers on board my train.

The Western Division of our Road runs through a very mountainous part of Virginia, and the stations were few and far between. About three miles from one of these stations, the road runs through a deep gorge of the Blue Ridge, and near the center is a small valley, and there, hemmed in by the everlasting hills stood a small one-and-a-half story log The few acres that surrounded it were well cultivated as a garden, and upon the fruits thereof, lived a widow and her three children, by the name of Graff. They were, indeed, untutored in the cold charities of an outside world-I doubt much if they ever saw the sun shine beyond their own native hills. In the summer time the children brought berries to the nearest station to sell, and with the money thus earned they bought a few of the necessities of the outside refinement.

The eldest of these children I should judge to be about twelve years, and the youngest about seven. They are all girls and looked nice and clean, and their healthful appearance and natural delicacy gave them a ready welcome. They appeared as if they had been brought up to fear God, and love their humble home and mother. I had often stopped my train and let them get off at their home, the tooth wouldn't come. having found them at the station some their berries.

I had children at home, and I knew their little feet would be tired in walking three miles, and therefore felt that it would be the same with those fatherless little ones. They seemed so pleased to ride, and thanked me with such hearty thanks, after letting them off near home! They frequently offered me nice, tempting baskets of fruit for my kindness, yet I never accepted any without paying their full value.

Now, if you remember, the winter of 54 was very cold in that part of the State and the snow was nearly three feet deep upon the mountains.

On the night of the twenty-sixth of December of that year, it turned around warm and the rain fell in torrents. A terrible storm swept the mountain tops, and almost filled the valleys with water. Upon that night my train was winding its way, at its usual speed, around the hills and through the valleys, and as the road bed was all solid rock, I had no fear of the banks giving out. The night was intensely dark, and the wind moaned piteously through the deep gorges of the mountains. Some of my passengers were trying to sleep, others were talking in a low voice, to relieve the monotony of the scene. Mothers had their little children upon their knees, as if to shield them

from some unknown danger without. It was near midnight, when a sharp whistle from the engine brought me to my feet. I knew there was danger by that whistle, and sprang to the brakes at once, but the brakesmen were all at their posts, and soon brought the train to a stop. I seized my lantern and found my way forward as soon as possible, when what a sight met my gase! A bright fire of pine logs illuminated the track for some distance, and not over forty rods ahead of our train a horrible gulf had opened its maw to receive us!

The snow, together with the rain, had torn the whole side of the mountain out, and eternity itself seemed spread out before us. The widow Graff and her children had found it out, and had brought light brush from their home below and built a large fire to warn us of our danger. They had been there more than two hours watching beside that beacon of safety. As I went up where that old lady and children stood drenched through by the rain and sleet, she grasped me by the arm

"Thank God! Mr. Sherbourn, we stopped you in time. I would have lost life before one hair of your head should have been hurt. Oh, I prayed to Heaven that we might stop the train, and my God, I thank Thee!"

The children were crying for joy. confess, I don't very often pray, but I did then and there. I kneeled down by the side of that good old woman and offered up thanks to an All Wise Being for our safe deliverance from a most terrible death and called down blessings without number upon that good old woman and her children. Near by stood the Engineer. Fireman and Breaksmen, the tears streaming down their bronzed cheeks.

and the shildren to go back into the cars | truth, of the main incidents.

THEPRESS. out of the storm and cold 1. After reaching the cars I related our hair breadth escape, and to whom we were indebted for our lives, and begged the men passen-gers to go forward and see for themselves. They needed no further urging, and a great many of the ladies we nt also, regardless of the storm. They soon returned, and their pale faces gave i all evidence of the frightful death we had escaped. The ladies and gentlemen vied w ith each other in their thanks and heartfellt gratitude toward Mrs. Graff and her children and assured her that they would never, never forget her, and before the widow left the train she was presented with a purse of four hundred and sixty dollar's, the voluntary offering of a whole train of grateful passengers. She refused the proffered gift for some time, and said slue had onl done her duty, and the knowle dge of he .v. ing done so was all the reward a he ask ed. However, she finally accepted the me acy, and said it should go to educate her chil-

The railroad company built heat, a new house, gave her and her children a life pass over the railroad, and ordered all trains to stop and let her get off at home when she wished. But the employees needed no such orders, they can appreciate all such kindness-more so than Di-rectors themselves.

The old lady frequently visits my home at H——, and she is at all tipaes a welcome visitor at my fireside. Two of the children are attending school at the same

So you see that a little kindness cost me nothing and saved my life. H-

A Tough Story.

The following story is told by that renowned wag, John Phoenix, of the California Pioneer. The reader will see that it records the verdict of a "Coroner's Inquest" and in other particulars bears a strong resemblance to some of the tough stories which have been circulated in this state and generally believed:

Dr. Tushmaker was never regularly ored as a physician or surgeon, but he possessed naturally a strong mechanical genius and a fine appetite, and finding his teeth of great service in gratifying the latter propensity, he concluded that he could do more good in the world and create more real kappiness therein py putting the teeth of the inhabitants in good order than in any other way, so he became a dentist.

He was the man that Arst invented the method of placing small cog wheels in the back teeth, for the more perfect mas-tication of food, and he claimed to be the original discoverer of that method of filling cavities with a kind of putty-which becoming hard directly cause the tooth to ache so grievously that it has to be pulled, thereby giving the dentist two successive fees for the same job.

Tushmaker was one day scated in his office in the city of Boston, Mass., when a stout old fellow named Byles presented himself to have a back tooth drawn.

The dentist seated his patient in the chair of torture, and opening his mouth, discovered there an enormous tooth on the right hand side, about as large, as he afterwards expressed it, "as a small Polyglot Bible, "I shall have trouble with this tooth," thought Tushmaker, but he clapped on his heaviest forceps and pulled. It didn't come. Then he tried the turn screw, exerting his utmost strength, but

"Go away from here," said Tushmaker three miles from home, after disposing of to Byles, "and return in a week, and I will draw that tooth out for you, or you will know the reason why."

Byles got up, clapped a handkerchief to his jaw, and put forth.

The dentist went to work, and in three days he invented an instrument which he was confident would pull any thing. It was a combination of the lever, pulley, wheel and axle, incline plane, wedge and

screw. The castings were made, and the machine put up in the office, over an iron chair, rendered perfectly stationary by iron rods going down into the foundations of the granite building.

In a week old Byles returned; he was clamped into the iron chair, the forceps connected with the machine attached firmly to the tooth, and Tushmaker sta-tioning himself in the rear took hold of a

lever four feet long. He turned it slightly—Old Byles gave a groan, and lifted his right leg. Another turn, another groan, the higher went Old Byles' right leg again.

"What do you raise your leg for?"

asked the doctor.
"I can't help it," said the patient.
"Well," said Tushmaker "the tooth is bound to come now."

He turned the lever clear round, with a sudden jerk, and snapped Old Byles's head clean and clear from his shoulders, leaving a space of four inches between

the several parts! They had a post mortem examinationthe roots of the tooth were found extending down too right sile, through the right leg, and turned up in two prongs directly under the sole of the right foot.

"No wonder," said Tushmaker, "that he raised his leg." The jury thought so too, but they found the roots much decayed, and five surgeons swearing that mortification would have ensued in a few months, Tushmaker was cleared on a verdict of "justifiable

He was a little shy of that instrument afterwards; but one day an old lady, feeble and flaccid, came in to have a tooth drawn, and thinking it would come out very easy, Tushmaker concluded, just by

way of variety, to try the machine. He did so, and at the first turn drew the old lady's skeleton completely and entirely from her body, leaving her a mass of quivering jelly in the chair!

Tushmaker took her home in a pillow case. She lived seven years after that, and they called her the "India Rubber Woman." She had suffered terribly with the rheumatism, but after this occurrence never had any pain in her bones. The dentist kept them in a glass case After this machine was sold to the con-

tractor of the Boston Custom House, and it was found that a child three years of age could by a single turn of the screw, raise a stone weighing twenty-five tuns. Smaller ones were made on the same principle, and sold the keepers of hotels

and restaurants. They were advanta-geously used for bening turkeys. There is no moral at all to this story and it is possible that the circumstance g down their bronzed cheeks.

I immediately prevailed upon Mrs. Graff Of course there can be no doubt of the BUSINESS CARDS

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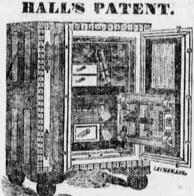
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Third Train—Accommodation, at 440 P. M., for Columbus and Springfield.

Foarth Train—Night Express, at 11:30 F. M.; connects via Columbus, Bellair and Henwood; Wheeling; via Columbus, Crestline and Pittsburg; via Columbus, Crestline and Pittsburg; via Columbus, Crestline and Pittsburg; via Columbus and London. SLEEPING CABS OM THIS TRAIN.

No. 1 Express, through to Uleveland without change of Cars.

No. 2 Express, through to Wheeling without change

Coars. No. 2 Express, through to Wheeling without change The NIGHT EXPRESS Train leaving Cincinnation P. M. runs daily, except SATURDAYS. The the Sight Express frain leaving Cincinnati at 11:30 P. M., runs daily, except \$ATUHDAYS. The other Trains ran daily, except \$INDAYS.

For all information, and Through Tickets to Boston, New York, Philadelphia, Baltimore, Washington, Buffalo, Niegara Falls, Dunkirk, Cloveland, Pittsburg, Wheeling, and all the Eastern places, apply at the Offices, Walmut Street House, No. 1 Burnet House, south-east corner of Broodway and Front streets, and at the Eastern leppt.

Trains run by Columbus time, which is seven minutes faster than Cincinnati time.

J. Dunand, Supplementation of the Ticket Offices.

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5:10 A. M.—Chicago Mail arrives at Indianapolis at 10:30 A. M.—Chicago Mail arrives at Indianapolis at 10:30 A. M., Chicago Mail arrives at Indianapolis at 10:30 Chicago, for the West and North-west.

12:10 M.—Terre Haute and Laylayette Accommodation arrives at Indianapolis, at 5:30 P. M., making direct connections at Indianapolis with Terre Haute trains and Latayette trains for Pocalur, Springheld, Vaples, Quincy, Hannibal and St. Joseph; also with Pero trains for Peru, Ft. Wayne and Toledo.

5:00 P.M.—Chicago Express arrives at Indianapolis at 10:30 P. M.; Chicago at 7:40 A. M. Maxing cless connections at Chicago with all morning trains out of Chicago. This train connects at Indianapolis with Terre Haute trains for all points West and Northwest.

Sleeping cars are attached to all the night trains of Chicago. This train connects at Indianapolis with Terre Haute trains for all points West and Northwest.

Sleeping cars are attached to all the night trains on this line, and run through to Chicago without change of cars.

This is exclusively a Western and North-western route, and with faverable and reliable arrangements with all connective reads throughout the entire West, guarantees unusual care and the amplest accommendations to the patrons of this line.

BSF Besure you are in the right ticket office before you purchase your tickets, and ask for tickets via Lawrenceburg and Indianapolis.

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**THROUGH TICKETS, good whill used, can be obtained at the ticket offices, at Spencer House Corner, north-east corner Broadway and Front; No. 1 Burnet House Corner; at the Walut-street House, and all Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from such train, and wealf for passengers at all hotels and all parts of the city, by leaving address at either office.

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TWO DAILY THROUGH TRAINS leave Shru street

Depot, at 6 A. M. and 4:20 P. M. CHIGAGO FAST EXPRESS.—Through direct, maing close connections for all other Western and Nosh-western goints. This Train also connects at Relamond with Oincinnati and Chicago Roads, for Anderson, Rokomo, Loganspert, and all points on Vabash Valley Saliroad.

4:30 P. M.—INDIANAPOLIS, OficaGO & ST.

LOUIS NIGHT EXPRESS.—The above Trains make close connections at Indianapolis Lafayotteand Chicago, with Trains for Terre Haues, Springhold, Rock Island, Galesburg, Kenosha, La Crosse, Jacksonville, Oanville, Burlingion, Milwackee, Mattoon, Naples, Galene, Oningy, Prairie du Chien, Pana Peoris, Dunicith, Racine, Decatur, Bloomington, Joliet, La Salle, St. Paul, and all towns and cities in the North work.

ses Through Tickets given and Baggage sheeked For further information and Through Fickets, ap Nor further information and Through Fickets, ap Nor for ficket Offices, north-cast coraer of Front and Broadway; No. 169 Walnut street, near Fourth; at south-east corner of Fourth and Vine Street, or at the Sixth-street Dapot.

Omnibuses will call for passeng as no invited their names at either of the Ticket Off con.

W. H. SMITH, Agant,

RAILROAD

dusky and Ulevesiand without change of cars.

Through Tickots for all Eastern, Western, Northern and North-western cities.

6 A. M. EXPRESS TRAIN (Columbus time, which is seven minutes faster than Unclinati)—For Cloveland and Pittsburg, via Delaware, makes close connection at Crostline for Pittsburg, Baltimore, Philadelphia and New York; and at Uleveland for Dunkirk, Buffalo, Bost'u and New York. Also, connects at Dayton with Layton and Michigan Boad for Troy, Piqua, Sidney, Lima, Toledo, Detroit, Fort Wayne and Chicago, reaching Toledo at 3:30, Detroit at 6:30, and Chicago, reaching Toledo at 3:30, Detroit at 6:30, and Chicago, reaching Toledo at 3:30, Detroit at 6:30, and Chicago, reaching Toledo at 3:30, Detroit at 6:30, and Chicago, reaching Toledo at 3:30, Detroit at 6:30, and Chicago, reaching Toledo at 3:30, Detroit at 6:30, and Chicago, reaching Toledo, Percental Road, for Greenville, Union, Winchester and Muncie. Also, connects at Richmond with Chicfonati and Chicago Road, for Anderson, Kokomo and Feru. Also, connects with Junction Railroad as Hamiliton for Oxford.

5 A. M. MAIL TRAIN—For Dayton, Spring-Beld and Sandnsky — Connects at Sandnsky with STEAMER for DETIOIT; at URBANA for CULUM. BUS, at Forcest with Pittsburg. Fort Waynoand Chicago Road, East and West; at Clyde with C. and Toledo Road for Cleveland and Bulfalo, Toledo, Detroit and Chicago. This train also connects at Deida and Bellefoniams: Connects at Richmond for Indanapolis, Terre Hante, St. Louis and Chicago, Also, connects with Junction Ballroad at Hamilton for Oxford.

6 P. M. TRAIN—For Dayton, Troy, Piqua, Sid-

Also, connects with Junction Bailroad at Hamilton for Oxford.

6 P. M. TRAIN—For Dayton, Troy, Piqua, Sidney, Lima, Toledo, Detroit, Fort Wayne and Chicaco, reaching Chicago at 8 A. M.

1858 The 6 and 8 A. M. trains connect at Cleveland with steamers for Buffalo.

For further information and Tickets, apply at the Ticket offices—north-east corner Front and Broadway; No. 169 Walnut-street, near Gibson House; at the new Ticket Office, on the west side of Vine-street, between Postoffice and Bainet House; at the Walnut Street House, or at the Sixih-street Depot.

aul 5 D. Mol. ABEN, Superintendent.